



PROPEL NY ENERGY PROJECT

EXHIBIT E-6

EFFECT ON TRANSPORTATION

REVISED

PREPARED PURSUANT TO 16 NYCRR § 88.6

February 2025

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ACRONYMS AND ABBREVIATIONS

AIS	automatic identification system
AOE	Area of Effect
Applicant	New York Transco LLC and New York Power Authority
AtoN	aids to navigation
CFR	Code of Federal Regulations
Con Edison	Consolidated Edison Company of New York, Inc.
EM&CP	Environmental Management and Construction Plan
EMF	electromagnetic fields
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
ft	feet
GIS	geographic information system
Harbor Ops	Port of NY/NJ Harbor Safety, Navigation and Operations
HCS	Highway Capacity Software
HDD	horizontal directional drill
kV	kilovolt
LI PPTN	Long Island Offshore Wind Export Public Policy Transmission Need
LIPA	Long Island Power Authority
LIRR	Long Island Railroad
m	meter
MLLW	mean lower low water
MNCW	Metro-North Railroad
MPT	Maintenance and Protection of Traffic Plan
MTA	Metropolitan Transportation Authority
NA	not available
NICE	Nassau Inter-County Express
NOAA	National Oceanic and Atmospheric Administration
NR	New Rochelle
NUF	Network Upgrade Facility
NY Transco	New York Transco LLC
NYCDOT	New York City Department of Transportation
NYCRR	New York Codes, Rules and Regulations
NYISO	The New York State Independent System Operator, Inc.

NYPA	New York Power Authority
NYSDOT	New York State Department of Transportation
NYSPSC	New York State Public Service Commission
NYSTA	New York State Thruway Authority
OATT	Open Access Transmission Tariff
OPRHP	New York State Office of Parks, Recreation and Historic Preservation
POI	point of interconnection
PPTP	Public Policy Transmission Planning Process
Project	Propel NY Energy Project
Propel NY	Propel NY Energy
PSL	Public Service Law
ROW	rights-of-way
TJB	transition joint bays
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USDOT	U.S. Department of Transportation
VTSNY	Vessel Traffic Service New York

EXHIBIT E-6: EFFECT ON TRANSPORTATION

16 NYCRR § 88.6. *The applicant shall submit a statement describing the anticipated effects of the proposed line and related facilities on airports, railroads, and other transportation systems.*

In accordance with Public Service Law (PSL) § 122 and 16 New York Codes, Rules and Regulations (NYCRR) § 88.6, this Exhibit provides a summary of the anticipated effects of the Project on roadways, bus routes, railroads, airports, marine navigation and pedestrian traffic, as well as proposed mitigation measures that will be used to minimize impacts.

E-6.1 PROJECT DESCRIPTION

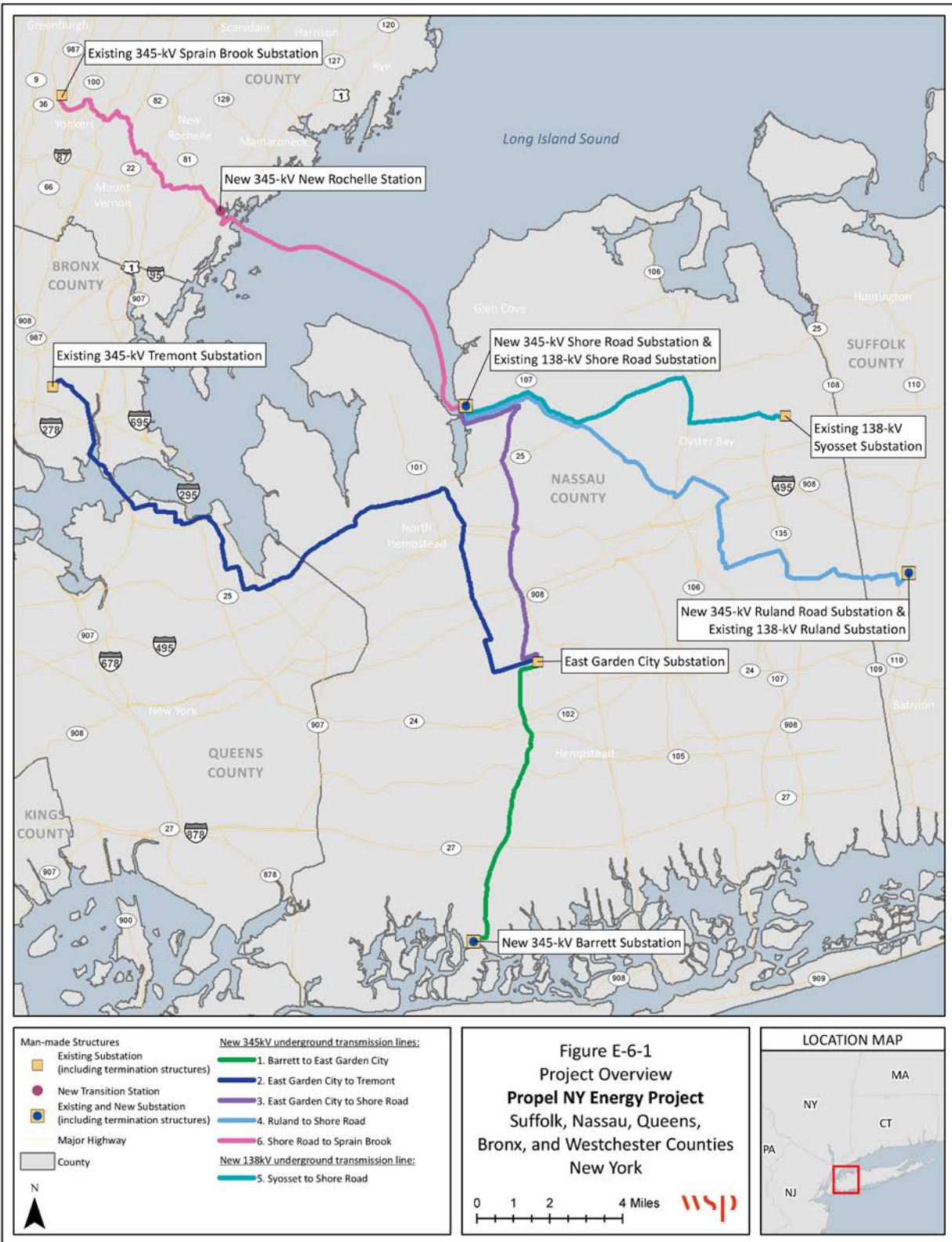
New York Transco LLC (NY Transco) and the New York Power Authority (NYPA) (together the Applicant), through their collaboration known as Propel NY Energy (Propel NY), propose to construct, operate, and maintain the Propel NY Energy Project (the Project). The New York State Independent System Operator, Inc.'s (NYISO) Board of Directors selected the Project, together with certain other component parts (the Upgrades), to satisfy the New York State Public Service Commission (NYSPSC)-declared Long Island Offshore Wind Export Public Policy Transmission Need (LI PPTN). As the NYISO summarized, the Project will “benefit New York State’s electric consumers by enabling the delivery of renewable power required to meet state energy goals and relieving congestion while enhancing New York State’s already high standard of system reliability” (see NYISO Selection Report [NYISO 2023]). NY Transco and NYPA entered into a development agreement with the NYISO that requires the Project to be in service by May 2030.

The Project¹ includes submarine and terrestrial components within New York State (NYS) that, in total, subject it to PSL Article VII review and include approximately 89.7 miles of new underground transmission lines (approximately 78.5 miles at 345 kilovolts [kV] and approximately 11.2 miles at 138 kV) and direct interconnection with nine existing and/or new substations located within Suffolk, Nassau, Queens, Bronx, and Westchester counties. Of the approximately 89.7 miles of new underground transmission lines, two components are within NYS waters: (1) an approximately 9.1-mile crossing of the Long Island Sound between the Town of Oyster Bay and the City of New Rochelle, and (2) an approximately 0.7-mile crossing of the East River and an approximately 0.3-mile crossing of the Westchester Creek in Bronx County. Figure E-6-1 depicts an overview of the Project.

Given the Project’s size and geographic scope, it is discussed throughout the Application in six primary components (each, a Project Segment): (1) Barrett to East Garden City (EGC), (2) EGC to Tremont, (3) EGC to Shore Road, (4) Ruland Road to Shore Road, (5) Syosset to Shore Road, and (6) Shore Road to Sprain Brook. The transmission and substation infrastructure included in each Project Segment is described at a high level in the following section and in more detail throughout the Application.

¹ The Project as described throughout this Application does not include the Upgrades, as identified by the NYISO and defined in the Open Access Transmission Tariff (OATT) that the incumbent transmission owners have elected to construct under the NYISO’s Public Policy Transmission Planning Process (PPTPP). The Upgrades and their interplay with the Project are described in more detail in Exhibit E-2. The Project as described throughout this Application includes known and anticipated Network Upgrade Facilities (NUFs), but the final scope of the NUFs will not be known until the Project’s Facilities Study is completed by the NYISO. Like the Upgrades, if the relevant transmission owners elect to construct the NUFs following conclusion of the Project’s Facilities Study, consistent with the OATT, those NUFs will no longer be included in the Project as certificated in this proceeding. The known and anticipated NUFs are sometimes referred to within the Application as “Interconnection” facilities.

Figure E-6-1: Project Overview



Barrett to EGC (Segment 1)

The Project will begin at a new 345-kV Barrett Substation (the New Barrett Substation), which will be constructed on a portion of the E.F. Barrett Generation Station's parcel located in the Hamlet of Oceanside in the Town of Hempstead in Nassau County. The New Barrett Substation will also serve as a point of interconnection (POI) for local 138-kV transmission infrastructure. The substation will step up the 138-kV POI voltage to 345 kV, and a new 345-kV underground transmission line will interconnect and run north approximately 8.6 miles through the villages of Rockville Centre, Hempstead, and Garden City to the 345-kV East Garden City Substation (the 345-kV EGC Substation) located in the Hamlet of Uniondale in the Town of Hempstead in Nassau County.²

EGC to Tremont (Segment 2)

From the 345-kV EGC Substation, a new 345-kV underground transmission line will extend approximately 23.5 miles, terminating at Consolidated Edison Company of New York, Inc.'s (Con Edison) existing 345-kV Tremont Substation (the Existing Tremont Substation). From the EGC Substation, the line will travel north from the Village of Garden City in the Town of Hempstead through the villages of Mineola, Williston Park, Roslyn Estates, Roslyn, and Flower Hill in the Town of North Hempstead in Nassau County. The line will then extend west from the Village of Flower Hill along Northern Boulevard adjacent to the villages of Munsey Park, North Hills, and Thomaston and through the villages of Lake Success and Russell Gardens in the Town of North Hempstead in Nassau County and into Queens County. From there, the line will extend north toward Little Neck Bay and then west through the neighborhood of Whitestone in Queens County. Adjacent to Interstate 678, the line will travel north approximately 0.7 miles under the East River from Francis Lewis Park in Queens County to Ferry Point Park in Bronx County. From there, the line will travel approximately 0.3 miles under the Westchester Creek.

Once across the Westchester Creek in Bronx County, the line will travel in a northwesterly direction starting from the neighborhood of Castle Hill until its termination point at the Existing Tremont Substation. The Project will also include the installation of certain new 345-kV equipment within the Existing Tremont Substation's existing fence line.

EGC to Shore Road (Segment 3)

From the 345-kV EGC Substation, a new 345-kV underground transmission line will extend approximately 10.4 miles north through the Village of Garden City in the Town of Hempstead, continue through the villages of Westbury, Old Westbury, and East Hills in the Town of North Hempstead, and cross into the villages of Roslyn Harbor and Old Brookville in the Town of Oyster Bay to a new 345-kV Shore Road Substation (the New Shore Road Substation) in the Town of Oyster Bay, all located in Nassau County. This substation will serve as the transition station and new connection for the existing, adjacent Long Island Power Authority (LIPA)-owned 138-kV Shore Road Substation (the Existing Shore Road Substation).

Ruland Road to Shore Road (Segment 4)

From a newly constructed 345-kV Ruland Road Substation (the New Ruland Road Substation) in the Town of Huntington in Suffolk County, a new 345-kV underground transmission line will extend approximately 17.8 miles to the New Shore Road Substation. More specifically, this line will begin

² The 345-kV EGC Substation will be expanded by NYPA as one of the Upgrades and, while discussed here for context, that expansion work is *not* a part of the Project for Article VII siting purposes.

in the Town of Huntington in Suffolk County before extending west into Nassau County. Once in Nassau County, the line will run adjacent to the Village of Muttontown before crossing through the villages of Brookville, Upper Brookville, and Old Brookville in the Town of Oyster Bay and terminating at the New Shore Road Substation.

Syosset to Shore Road (Segment 5)

From LIPA's existing 138-kV Syosset Substation (the Existing Syosset Substation) in the Town of Oyster Bay in Nassau County, a new 138-kV underground transmission line will be installed to the New Shore Road Substation. This line will extend approximately 11.2 miles northwest into the Village of Muttontown, continuing southwest through the Village of Upper Brookville, then extending northwest through the Village of Old Brookville in the Town of Oyster Bay before terminating at the New Shore Road Substation.

Shore Road to Sprain Brook (Segment 6)

From the New Shore Road Substation, two new 345-kV transmission circuits will travel underground approximately 18.2 miles to Con Edison's existing 345-kV Sprain Brook Substation (the Existing Sprain Brook Substation), including the approximately 9.1-mile crossing of the Long Island Sound.

First, four, three-core submarine cables will leave the New Shore Road Substation and travel underground approximately 0.3 miles within the Town of Oyster Bay in Nassau County towards the Hempstead Harbor where the cables will enter the Hempstead Harbor and cross the Long Island Sound for approximately 9.1 miles to a landing point in the Hudson Park and Beach in the City of New Rochelle in Westchester County. From there, the submarine cables will enter into transition joint bays (TJB) and exit as 12 single-core terrestrial cables before travelling on land approximately 0.8 underground miles to a newly constructed 345-kV New Rochelle Transition Station (the New NR Station) located near Echo Avenue in the City of New Rochelle (the Transitional Terrestrial Cable). The New NR Station will transition the Project's 12 single-core terrestrial cables to six single-core terrestrial cables, which make up the two terrestrial lines.

Then, from the New NR Station, the two terrestrial lines will extend approximately eight additional underground miles across Westchester County through the Town and Village of Pelham and City of Mount Vernon and north toward the villages of Bronxville and Tuckahoe in the Town of Eastchester before reaching the City of Yonkers and terminating at the Existing Sprain Brook Substation.

Tables E-6-1 and E-6-2 summarize the new or expanded major electric transmission and substation facilities. Detailed descriptions of the Project's route are provided in **Exhibit 2: Location of Facilities**.³

³ To differentiate between Appendices to a certain Exhibit and Appendices to the AVII Application, the font is different: (1) references to other Exhibits or Appendices and Attachments to the overall AVII Application are bolded and (2) references to Appendices within this document (Exhibit) are in italics.

Table E-6-1:					
Summary of Proposed Transmission Lines					
Project Segment	Transmission Line Name	Route Length (Miles)	Voltage Class (kV)	Facility Type	Project Category
1	Barrett to EGC	8.6	345	Underground - Single Circuit	New
2	EGC to Tremont	23.5	345	Underground - Single Circuit	New
3	EGC to Shore Road	10.4	345	Underground - Single Circuit	New
4	Ruland Road to Shore Road	17.8	345	Underground - Single Circuit	New
5	Syosset to Shore Road	11.2	138	Underground - Single Circuit	New
6	Shore Road to Sprain Brook	18.2	345	Submarine and Underground - Double Circuit	New

Key: kV = kilovolt, EGC = East Garden City

Table E-6-2:					
Summary of Proposed Substations					
Ref	Substation	Project Location	Voltage Class (kV)	Facility Type	Segment
1	New 345-kV Barrett Substation	Town of Hempstead	345/138	New	1
2	New 345-kV Shore Road Substation	Town of Oyster Bay	345/138	New	3, 4, 5, & 6
3	New 345-kV Ruland Road Substation	Town of Huntington	345/138	New	4
4	New 345-kV NR Station	City of New Rochelle	345	New	6
5	Existing 138-kV Shore Road Substation	Town of Oyster Bay	138	Interconnection	3, 4, 5, & 6
6	Existing 138-kV Ruland Substation	Town of Huntington	138	Interconnection	4
7	Existing 345-kV Tremont Substation	Borough of the Bronx	345	Interconnection	2
8	Existing 345-kV Sprain Brook Substation	City of Yonkers	345	Interconnection	6
9	Existing 138-kV Syosset Substation	Town of Oyster Bay	138	Interconnection	5

Key: kV = kilovolt, NR = New Rochelle

E-6.2 ROADWAY TRANSPORTATION

This section details the existing roadway network that intersects the Project’s underground transmission line, the potential impacts of the Project’s construction and operation on those roadways, and proposed mitigation measures to minimize those potential impacts.

E-6.2.1 Existing Roadways

Roadways are either followed by the underground transmission line corridor (co-located), crossed (perpendicular), or the transmission line passes beneath the roadway that is on an overpass (elevated). The Project’s underground transmission line will be co-located within 83 State, county, or local roadways and will perpendicularly cross 159 State, county, and local roadways throughout Nassau, Suffolk, Westchester, Bronx, and Queens counties. The transmission line will also cross

below 11 elevated roadways. Main co-located, perpendicular, and elevated feeder roadways were identified and will be analyzed along with the entire transportation network as part of the traffic analysis described in Section E-6.2.2. In this Exhibit, a main feeder roadway is defined as a roadway that provides access to local streets and connectivity to other major freeways and highways and can be a road that the jurisdiction or agency to which it belongs to wants to prioritize for traffic analysis. Main feeder roadways and highways may require increased scrutiny in the traffic analysis should detours or secondary volume diversions occur due to the installation of the transmission lines.

Main feeder roadways and highways that the Project’s underground transmission line will cross perpendicularly or cross under are summarized in Table E-6-3A. Main feeder roadways and highways that the Project’s underground transmission line will be co-located with are summarized in Table E-6-3B.

Table E-6-3A:	
Main Feeder Roadways Crossed Under or Crossed at Grade by the Transmission Line	
County	Main Feeder Roadway
Nassau County	<ul style="list-style-type: none"> • Sunrise Highway (NY 27) • Southern State Parkway (NY 908M) • Seaford Oyster Bay Expressway (NY 135) • Long Island Expressway (I-495) • Glen Cove Road (CR C91) • Jericho Turnpike (NY 25) • Jericho Oyster Bay Road (NY 106) • Hillside Avenue (NY 25B) • Northern State Parkway (NY 908G) • Old Northern Boulevard (NY25A)
Suffolk County	<ul style="list-style-type: none"> • Broadhollow Road (NY 110)
Queens County	<ul style="list-style-type: none"> • Cross Island Parkway (US 278) • Clearview Expressway/Entrance to Throgs Neck Bridge (I-295)
Bronx County	<ul style="list-style-type: none"> • Hutchinson River Parkway (Whitestone Bridge) (I-678) • Bruckner Expressway and Cross Bronx Expressway (I-278, I-95)
Westchester County	<ul style="list-style-type: none"> • East Main Street (RT 1) • New England Thruway (I- 95) • Hutchinson River Parkway (I-678) • Cross County Parkway (NY 907K) • Bronx River Parkway (NY 907H) • Central Park Avenue (NY 100) • Sprain Brook Parkway (NY 987F)

Table E-6-3B:	
Main Feeder Roadways Co-Located with the Transmission Line	
County	Main Feeder Roadway
Nassau County	<ul style="list-style-type: none"> • Glen Cove Road (CR C91) • Long Beach Road (CR D39) • Northern Boulevard (NY25A) • Stewart Avenue (CR 177) • Clinton Street (CR 1)
Suffolk County	<ul style="list-style-type: none"> • Spagnoli Road
Queens County	<ul style="list-style-type: none"> • Exit 33 Cross Island Parkway Northbound (US 278) • 7th Avenue
Bronx County	<ul style="list-style-type: none"> • Zerega Avenue
Westchester County	<ul style="list-style-type: none"> • White Plains Road (NY 22)

Tables E-6-4A, E-6-4B, and E-6-4C (see Appendix A, *Transportation Tables*, of this Exhibit) identify each roadway crossing (perpendicular or elevated) or co-location. Note that even though Table E-6-4A describes transportation characteristics and attributes of various segments of the Project’s transmission line, it does not include every roadway and driveway within Segment 2. Table E-6-4A includes only road segments where NYS GIS files provided tangible, usable data associated with those segments, such as AADT volumes, jurisdiction, etc. Moreover, while Table E-6-4A does not include every roadway for Segment 2, all roadways within the Segment were fully considered in selecting the intersections for further traffic analysis. Figure 2-3 in **Exhibit 2: Location of Facilities** shows roadway crossing locations and where the Project’s underground transmission line is co-located with roadways.

E-6.2.2 Traffic Analysis

This section summarizes the traffic analysis that is being conducted for the Project and will be provided during the Environmental Management and Construction Plan (EM&CP) phase. The analysis will assess potential impacts of possible long-term and temporary changes due to construction along various roadways identified in the next section. During the analysis, proposed mitigation measures will be identified to minimize potential impacts.

E-6.2.2.1 Data Collection and Phase 1 Screening

The Project’s underground transmission lines are planned along or in proximity to some important roadways and intersections that offer connectivity to local streets, carry high volumes, or are critical access routes. Additionally, the lines cross signalized intersections, unsignalized intersections, and many driveways that serve a mix of transportation modes. Using the StreetLight Data subscription platform, existing data will be aggregated to understand the existing roadway conditions using metrics such as volumes, vehicle modes, origin-destination statistics, travel times, and time-of-day traffic patterns. Using these data and geographic information system (GIS) mapping, a high-level assessment will identify locations where minimal or no traffic impacts are predicted to occur, and they will be screened out from further analysis. The high-level assessment will include, but not be limited to, investigating the transportation mode split, the daily and peak hour volumes, the availability of bicycle amenities, whether the road segment was designated as an official truck route, and proximity to railroad lines or bus stops.

E-6.2.2.2 Traffic Analysis and Phase 2 Screening

Further assessment of the intersections and road segments that are not screened out in the Phase 1 screening will be undertaken to detail the traffic volume, roadway cross-section, geometric design of the intersection (e.g., number and type of lanes), and the area type (e.g., central business district, residential). Potential detour routes will be identified as lane closure plans are developed and further refined.

An existing conditions analysis will be conducted using Highway Capacity Software (HCS) and one or more of the following tools: Synchro (faster, deterministic tool), Vistro (deterministic tool), Vissim (microsimulation tool), or Aimsun (microsimulation tool) to analyze the remaining intersections and roadways affected by the construction of each of the transmission lines. Pertinent measures of effectiveness will be coordinated and agreed with applicable agencies and will be reported upon completing the evaluative analysis.

Construction analysis will be conducted to review and assess each construction phase. Construction phasing then may be further refined to account for traffic conditions. The cumulative impacts of each construction phase will be determined, and the analysis will assess methods to optimize each construction phase.

Diversion analysis will be conducted to determine the impacts of lane closures, street closures, or construction operations that will require traffic diversions. The analysis will include the magnitude of the diversions by time of day; the various secondary paths that the diverting volumes will take; and, if pertinent, which modes are most susceptible to be impacted by the diversions. Bus diversions, if identified, will be coordinated with the respective agencies, as needed.

E-6.2.3 Potential Roadway Impacts and Proposed Mitigation

Open cut is the proposed construction method where the transmission line is co-located within roadways or perpendicularly crossing roadways. This way, the transmission line will be efficiently installed in a concrete-encased duct bank and buried to a depth consistent with governing standards for utility crossings, as detailed in **Exhibit E-3: Underground Construction** and **Exhibit 5: Design Drawings**. Proposed co-locations and crossing methods for each roadway will be included in the Project's EM&CP and will be informed by, among other considerations, the aforementioned traffic study.

Temporary lane closures and traffic control measures to mitigate or minimize impacts to local traffic thoroughfare will be required for the transmission line construction. In certain instances, to be determined in final design and with input from affected agencies, temporary roadway detours may be necessary. Lane closures and detours along these routes are primarily local. All local roadway crossings will be coordinated through ongoing discussions with counties, cities, towns, and villages with roadway jurisdiction to maintain traffic flow to residences, access for businesses, and emergency vehicle access. All roadway crossings will be refined based on construction requirements identified during final design. The intent will be to limit the number, distance, and duration of lane closures on these roadways and follow all applicable municipal and any applicable New York State Department of Transportation (NYSDOT) lane closure requirements to minimize disruption of traffic flow. To the greatest extent possible, a single-lane alternating traffic direction will be maintained on these streets during construction to minimize disruption of traffic flow. Instances where full detours are required will be determined through ongoing consultation with roadway owners and based on construction requirements identified during final design.

Limiting construction to overnight hours will be considered where appropriate or as required by a permit. Such locations may include commercial corridors and areas with sufficiently high daytime vehicular traffic volumes where daytime construction could result in considerable impact. Installation of splice vaults may require extended work zone space within the roadway for excavation and installation. These types of installations may also require overnight lane closures and closures of parking lots. If needed, the corridor or Area of Effect (AOE) will be evaluated to consider construction activities. Similar to splice vaults, duct bank installations may require extended work zone space.

Conflicts with underground utilities in some locations may require shifting the intended duct bank alignment across several travel lanes in a short distance. This may force a two-way vehicular traffic restriction for overnight hours in congested commercial neighborhoods and daytime hours for residential neighborhoods. Outreach and coordination with local businesses will be conducted, as needed.

To minimize impacts on travel lanes and traffic patterns, and to maximize the use of space during construction, the Project's underground transmission line route is planned primarily within the shoulders, medians, or at most a single travel lane on multi-lane thoroughfares, where possible. When Project construction occurs in a roadway ROW, workers, excavations, and equipment will be protected by temporary barriers, traffic management protocols, and police details per applicable jurisdiction requirements and standards (city, county, and State DOT) until activities in the ROW are completed.

Impacts to roads and traffic will be primarily limited to Project construction. During operation, the transmission line will be underground within the roadway and therefore will not impact general day-to-day traffic in the area. Maintenance and inspection of the transmission line system or vault access may be required periodically, but generally will not result in substantial impacts to traffic. Maintenance and inspection requirements for the transmission line will be conducted annually at a minimum and more frequently during emergency conditions. Based on similar transmission lines, maintenance and inspection work is typically required every one or two years at the manhole locations to check the conditions of the manholes, cable splices, cable clamps, link boxes, and grounding connections. These events may require lane closures at the manhole locations for the maintenance work. If the manhole is not filled with water, work can take one to two hours but could be extended if there is more involved repair required. Activities will be localized and coordinated with applicable agencies. The substations may require on-site employees for operation and maintenance, which is not expected to generate substantial traffic impacts to surrounding roadways. Traffic associated with routine periodic inspections and maintenance activities of the substations is not expected to result in substantial impacts to traffic.

[Agency Consultation and Siting](#)

To avoid, minimize, and mitigate impacts to transportation during construction, continued consultation regarding best practices will be undertaken with stakeholders and affiliated municipalities, State, or federal government agencies, as needed. The Applicant is pursuing active engagement with New York City, Westchester County, Nassau County, Suffolk County, and local jurisdictions to understand siting considerations for the proposed transmission line.

The Applicant is in active consultation with the NYSDOT and New York State Thruway Authority (NYSTA) for co-locations and crossings of State-jurisdictional roadways. Where State roadways are impacted, Highway Work Permit and Use and Occupancy Agreement applications will be prepared and submitted to the NYSDOT and NYSTA.

Traffic Control Measures

A Maintenance and Protection of Traffic Plan (MPT) will be developed as part of the Project's EM&CP that identifies the procedures to provide a safe construction zone for construction activities along roadways thereby minimizing any impact, which in any event should be temporary in nature. The MPT will be implemented in accordance with the procedures in the NYSDOT Work Zone Traffic Control Manual, NYSDOT Requirements for the Design and Construction of Underground Utility Installations within the State Highway Right-of-Way (NYSDOT Bluebook), and the FHWA's Manual on Uniform Traffic Control Devices. County and local MPT requirements will be incorporated as needed and required. Where road or lane closures are necessary, approved traffic control measures such as signage and traffic flaggers will be used to ensure safety.

The Applicant will coordinate with State, county, and local authorities to minimize impacts to State, county, and/or local road uses (e.g., parades), to the greatest extent possible. Impacts to individual residences and businesses directly adjacent to the transmission line will be relatively short in duration through limiting the area of active construction at one point. Additional coordination with local officials will be conducted to maintain driveway access or provide acceptable access alternatives that minimize the disruption to properties located along the route. Before construction, lane closures will be scheduled in coordination with counties, local jurisdictions, and the NYSDOT, NYSTA, and NYCDOT officials to reduce impacts to roadway traffic and to avoid peak use hours, as practicable. Regular updates on construction will be provided to the local community through social media, public notices, and/or other appropriate communication tools.

All work within State highway ROW will be designed and performed according to the traffic and safety standards and other requirements contained in 17 NYCRR Part 131 "Accommodation of Utilities Within State Highway Right-of-Way," applicable design standards of the American Association of State Highway and Transportation Officials, the NYSDOT Highway Design Manual, FHWA Manual on Uniform Traffic Control Devices, the NYSDOT Standards, and the Policy and Standards for Entrances to State Highways.

Traffic control measures will be developed as part of the final design to address temporary signage; temporary shoulder, detour, and lane closures; and procedures for moving equipment and materials within the ROW. Sign placement will be determined in consultation with the appropriate jurisdictional agency, and, at a minimum, signage will be placed at required locations within the advanced warning, transition, activity, and termination areas. Flaggers and/or local police will be present at all times when there is an active interference with traffic without appropriate barriers or delineation. Trenches or holes created during construction will be covered or barricaded during inactive construction. Best management practices outlined in the EM&CP will be deployed during construction to keep track of the limits of disturbance during construction. This is standard practice, and traffic control management will be included in the EM&CP.

Mitigation Measures

Mitigation measures may include, but may not be limited to, changes to signal timing and phasing, changes to lane configurations, parking lane adjustments, and diversions/detours. Mitigation measures will also be identified to address any disruptions to the physical infrastructure (e.g., existing traffic control signals) due to construction and operations. Project construction and operations may require traffic-related elements to be mitigated including, but not limited to, pedestrian ramp locations, crosswalk configurations, bus stops and shelters, and loop detectors.

E-6.3 RAILROAD AND SUBWAY ROUTES (16 NYCRR § 88.6)

This section details the existing railroad and subway networks that will be crossed by the underground and submarine transmission lines (see tables E-6-5 and E-6-6 in Appendix A), the potential impact of construction and operation of the Project on those networks, and proposed mitigation measures to minimize those impacts.

E-6.3.1 Existing Railroad and Subway Routes

Regionally, the Project's underground transmission line route will travel parallel to or under several rail systems connecting the boroughs of Manhattan, Bronx, Brooklyn, and Queens, and the counties of Nassau, Suffolk, and Westchester in proximity to New York City. The region is served largely by passenger railroad operated by Amtrak and the Metropolitan Transportation Authority's (MTA's) Long Island Rail Road (LIRR), Metro-North Railroad (MNCW), and New York City Transit. This area also includes facilities available for freight railroads owned and operated by CSX Transportation, Amtrak, and New York & Atlantic Railway, which are not necessarily crossed by the Project.

Railroad System

LIRR and MNCW tracks run adjacent to or will be crossed by the transmission line in several locations:

- Trenchless crossing that is crossing the LIRR tracks along Segment 1T near Commercial Avenue in East Garden City, New York
- Trenchless crossing that is crossing the LIRR tracks along Segment 2 near 217th Street in Bayside, Queens, NY
- Trenchless crossing that is crossing the LIRR tracks along Segment 4 near Robbins Lane in Syosset, NY
- Trenchless crossing that is crossing the LIRR tracks along Segment 5 near Syosset Woodbury Road in Syosset, NY
- Trenchless crossings that are crossing the LIRR tracks along Segments 3, 4, and 5 near Glen Head Road in Glen Head, NY
- Trenchless crossing that is crossing the MNCW tracks along Segment 6 near Main Street in Tuckahoe, NY
- Open trench under the elevated LIRR tracks along Segment 1 along Long Beach Road near Sunrise Highway in Rockville Center, NY
- Open trench under the elevated LIRR tracks along Segment 2 along Willis Avenue in Mineola, NY
- Open trench under the elevated Amtrak tracks along Segment 2 along Bronxdale Avenue in the Bronx, NY
- Open trench under the elevated MTA tracks along Segment 2 along Zerega Avenue in the Bronx, NY

- Open trench under the elevated LIRR tracks along Segment 3 along Glen Cove Road in Carle Place, NY
- Open trench under the elevated MNCW tracks along Segment 6 along River Street in New Rochelle, NY

Subway Routes

The MTA, specifically the MTA New York City Transit Authority, operates the subway system in New York City. The MTA subway system typically runs 24 hours a day, 7 days a week. The Project's underground transmission line will cross within the roadway underneath one New York City subway line: the elevated Zerega Avenue Station of the 6 (6 Lexington Avenue Local/Pelham Express) subway line in the Bronx at the intersection of Zerega Avenue and Westchester Avenue (Segment 2).

E-6.3.2 Potential Railroad and Subway System Impacts and Proposed Mitigation

E-6.3.2.1 Railroad System

For all locations where the Project's underground transmission line will perpendicularly cross a railroad line at grade, the Applicant proposes to install the line using trenchless crossing construction techniques to pass under railroad crossings to avoid interference with railroad tracks or active rail service. Detailed crossing designs have yet to be developed, and coordination/consultation with the railroad owners and operators will occur during the detailed design process. Coordination with railroad operators will also ensure implementation of appropriate railroad safety precautions. Trenchless crossing workspace will be contained to a predefined work zone on the railroad property, where feasible. Trenchless crossing geometry and location of entry/exit pits will be identified during the detailed design phase. Entry and exit pits for the trenchless crossings of all railroads will be secured with barricades, and the active work area will be fenced off or barricaded. Additional measures related to railroad crossings and co-location will be included in the Project's EM&CP. Railroad crossings are discussed further in **Exhibit E-5: Effect on Communication**.

Workers commuting to Project construction sites may use public transportation (e.g., subway, bus, or train) to access the Project; however, this is not anticipated to represent a significant increase in demand on the transportation infrastructure or meet or exceed construction duration or trip impact thresholds. Work will be similar in nature to other utility installations or road improvement work carried out in these locations.

In general, the Project's transmission line will be installed underground to limit railroad interference, resulting in no permanent impact to railroad operations. Routine maintenance and inspection of the transmission line are not expected to affect railroad operations.

E-6.3.2.2 Subway System

The 6 (6 Lexington Avenue Local/Pelham Express) subway line is elevated on a bridge over Segment 2 of the transmission line and will not be impacted by construction.

Workers commuting to Project construction sites may use public transportation (e.g., subway, bus, or train) to access the Project; however, this is not anticipated to meet or exceed any impact thresholds or represent a significant increase in demand on the transportation infrastructure.

E-6.4 BUS ROUTES (16 NYCRR § 88.6)

This section details the existing bus route network that intersects the underground transmission line, the potential impact of the construction and operation of the Project to those bus routes, and proposed mitigation measures to minimize those impacts.

E-6.4.1 Existing Bus System

Several bus systems operate throughout the Project corridor. The Westchester County bus system is known as Bee-Line. Nassau County's bus system is known as Nassau Inter-County Express (NICE), but it also extends into Queens and Suffolk counties. Suffolk County's bus system is known as Suffolk Transit, and it serves primarily Suffolk County routes. The boroughs of New York City are served by the MTA New York City Transit, and several of its routes also extend into Nassau County. The Project's underground transmission line will perpendicularly cross or follow along the routes of 28 bus routes in Nassau County, 2 in Suffolk County, 18 in Westchester County, 11 in Queens County, and 10 in Bronx County. Table E-6-7 in Appendix A of this Exhibit presents information about each bus route that the Project will cross or follow.

E-6.4.2 Potential Bus System Impacts and Proposed Mitigation

Construction of the Project may cause some disruptions to bus routes or schedules of service. While the intent is to maintain full access to existing bus stops and bus lines, bus stops may be temporarily relocated, or service may be altered during construction. To address potential impacts, ongoing coordination will be conducted with the MTA New York City Transit, operators of the Bee-Line, NICE, and Suffolk Transit. Coordination will also be pursued with school districts in proximity to the transmission line to minimize and mitigate any impacts to school bus routes. Also, construction phasing, sequencing, and design may be adjusted to reduce bus system impacts and diversions of bus riders to passenger cars or other transportation modes.

Workers commuting to Project construction sites may use public transportation (e.g., subway, bus, or train) to access the Project; however, this is not anticipated to represent a significant increase in demand on the transportation infrastructure.

In general, the Project's underground transmission line will be installed entirely underground, therefore no operational impacts to bus systems are anticipated post-construction beyond those discussed above to the extent temporary maintenance impacts bus traffic similarly to vehicular traffic.

E-6.5 PEDESTRIAN AND BICYCLE TRAFFIC (16 NYCRR § 88.6)

This section details the existing non-motorized pedestrian and bicycle traffic routes that intersect the Project's underground transmission line, the potential impact of construction and operation of the Project on those pedestrian and bicycle routes, and proposed mitigation measures to minimize those impacts.

E-6.5.1 Existing Pedestrian and Bicycle Conditions

As listed in Table E-6-8 (see Appendix A of this Exhibit), the Project's underground transmission line will cross six non-motorized trails in three counties: The Bronx River Pathway in Westchester (Segment 6), Ferry Point Park Trail in Bronx County (Segment 2), Little Bay and Fort Totten Park Trails in Queens County (Segment 2), the Nassau-Suffolk Greenbelt Trail that serves as a

footpath (Segment 4), Bethpage Bikeway that serves as a shared-use path (Segment 4), and the Climb Blue Mountain Biking dirt path in Nassau County (Segment 4). If additional paths or multi-purpose trails are identified during the final design of the Project that could be impacted by construction, these resources will be included in the Project EM&CP.

The Project's underground transmission line is also located directly adjacent to or within numerous pedestrian sidewalks along New York City (Queens County and Bronx County), Nassau County, Suffolk County, and Westchester County streets. Note that not all streets in Tables E-6-4A, E-6-4B, E-6-4C (see Appendix A of this Exhibit) include a pedestrian sidewalk.

E-6.5.2 Potential Pedestrian and Bicycle Impacts and Proposed Mitigation

At this time, the intent is to complete open cut crossings of the trails identified in Section E-6.6.1; however, trenchless crossing of these trails in consultation with the impacted jurisdictions will be considered, if necessary. For open cut installation methods, temporary routes that serve the trail users will be deployed around areas of active construction, and appropriate construction safety practices will be implemented. Such measures may include temporary barricades and fencing to prevent pedestrians from entering construction work zones along trails. Any proposed signage and other mitigation measures to minimize pedestrian traffic conflicts during construction such as winter construction will be detailed in the Project EM&CP.

The roadways that are co-located adjacent to the six paths noted in Table E-6-8 (see Appendix A of this Exhibit) are expected to be minimally impacted or not impacted at all during construction. Where construction occurs adjacent to sidewalks, appropriate construction safety practices will be deployed, which may include sidewalk detours or temporary barricades and/or fencing to prevent pedestrians on adjacent sidewalks from entering construction work zones. Operation of the Project's transmission line will not impact general day-to-day trail use, bicycle use, or pedestrian activity.

E-6.6 AIRPORTS, HELIPORTS, AND SEAPLANE BASES (16 NYCRR § 88.6)

This section details the existing air transportation services that are within 5 miles of the Project, the potential impact of construction and operation of the Project on those air transportation services, and proposed mitigation measures to minimize those impacts.

E-6.6.1 Existing Air Transportation Conditions

Commercial and private air transportation services located within five miles of the Project have been identified, including airports, heliports, and seaplane bases. Table E-6-9 in Appendix A of this Exhibit lists the approximate distances from the above-ground elements of the Project (e.g., substations) to these services.

E-6.6.2 Potential Air Transportation Impacts and Proposed Mitigation

Impacts to airports and air transportation systems are typically related to the presence of structures or objects that could affect flight paths such as transmission poles and towers and tall buildings. The Project's transmission line is planned to be installed underground. However, each new substation will include a lighting mast (maximum height of 95 feet [ft]). The Federal Aviation Administration (FAA) Notice Criteria Tool was used to determine FAA notice requirements for each substation. According to the results from the tool, an aeronautical study is needed to determine if the lighting mast at the New Ruland Road Substation exceeds a standard in subpart

C of 14 Code of Federal Regulations (CFR) Part 77 and therefore, the FAA, in accordance with Section 77.9 would request filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1). All other substations did not indicate a need to file notice with the FAA.

E-6.7 MARINE NAVIGATION

This section describes the existing navigable waterways traversed by the Project's proposed transmission line, the potential impact of the construction and operation of the Project on those navigable waterways, and proposed mitigation measures to minimize those impacts. For this Exhibit, "marine" refers to the tidally influenced waters crossed by the proposed transmission line.

Two Project components are within NYS waters: (1) an approximately 9.1-mile crossing of Long Island Sound between the Town of Oyster Bay and the City of New Rochelle (submarine cable in Segment 6), and (2) an approximately 0.7-mile crossing of East River and an approximately 0.3-mile crossing of Westchester Creek in Bronx County (terrestrial cable in Segment 2).

- The submarine cable (Segment 6) first enters Long Island Sound at the Shore Road Landfall (Hempstead Harbor, Oyster Bay/Glen Cove) and extends approximately 9.1 miles northwest until crossing the shore at the Hudson Park and Beach Landfall (Echo Bay, New Rochelle).
- The terrestrial cable (Segment 2) will cross underneath East River beginning at a horizontal directional drilling (HDD) entry location at Francis Lewis Park, in the Whitestone neighborhood of Queens, continue northwest approximately 0.7 miles until crossing the shore at the HDD exit location within Ferry Point Park in the Bronx near the cricket fields, west of the Bronx-Whitestone Bridge.
- The terrestrial cable (Segment 2) will cross approximately 0.3 miles underneath Westchester Creek from the HDD entry location at Ferry Point Park in Bronx County, north of the soccer fields (west of the Bronx-Whitestone Bridge), to an HDD exit location in the Castle Hill neighborhood of Bronx County.

The installation of the submarine cable across the Long Island Sound may be completed in either one or two installation campaigns, dependent on time-of-year restrictions and availability of cable installation vessels. The total submarine cable installation campaign is expected to be of short duration (anticipated to not exceed three months). The installation of the submarine cable will result in minimal disruption to marine navigation.

The cable will be installed under the East River and Westchester Creek portions using HDD. HDD is surface launched trenchless technology used to install underground utilities, and it is preferred in many areas because it avoids surface-level environmental impact. HDD is completed in three stages: pilot bore, reaming, and conduit installation. See Section 3.4.2, *Marine Routing and Landfall Selection*, in **Exhibit 3: Alternatives** for a description of the general guidelines for marine routing. As the HDD bore spans from terrestrial-to-terrestrial locations with no exit location in the marine environment, it is not anticipated that there will be any disruption to marine traffic.

E-6.7.1 Existing Marine Navigation Conditions

Types of Marine Vessel Traffic

A range of marine vessel traffic transits the waterways listed above, including commercial vessels (tug-tow vessels, passenger vessels, fishing vessels, and cargo vessels) and recreational vessels. Automatic identification system (AIS) transponders are required on a subset of vessels including commercial (including fishing) vessels greater than 65 ft in length, vessels conducting towing of 150 passengers, and dredges greater than 26 ft. The most recent AIS data (2020) indicate that the densest areas of traffic within the Project's submarine route experience up to 235 vessel transits per week. Between the Bronx-Whitestone Bridge and Glen Cove, during the months between May and October, the traffic composition of Long Island Sound is heavily dominated by craft/sailing vessels according to the AIS data (2022).

Pleasure craft/sailing vessels account for the largest number of AIS vessels present, with over 6,592 transits in 2022 throughout the length of the submarine portion of the Project, followed by tug-tow with an average of 252 trips per month throughout the year. Based on 2022 AIS data, 56 cargo ships transited the East River between Long Island Sound and Upper New York Bay, through the submarine route, use the East River Battery to Throgs Neck channel. (See Table E-6-10, in Appendix A of this Exhibit for a summary of AIS vessels transiting in 2022.)

Long Island Sound is also accessed by many smaller recreational boats (motorized and non-motorized) at numerous public launch sites, marinas, and boat/yacht facilities. Long Island Sound and East River recreational traffic, although heavy, varies seasonally from May to October and is higher on the weekend (USCG 2022). The number of registered recreational vessels in 2022 by county provides a representation of the magnitude of regional use of Long Island Sound and East River, acknowledging that there are other bodies of water that may be used by these vessels (Table E-6-11 in Appendix A of this Exhibit).

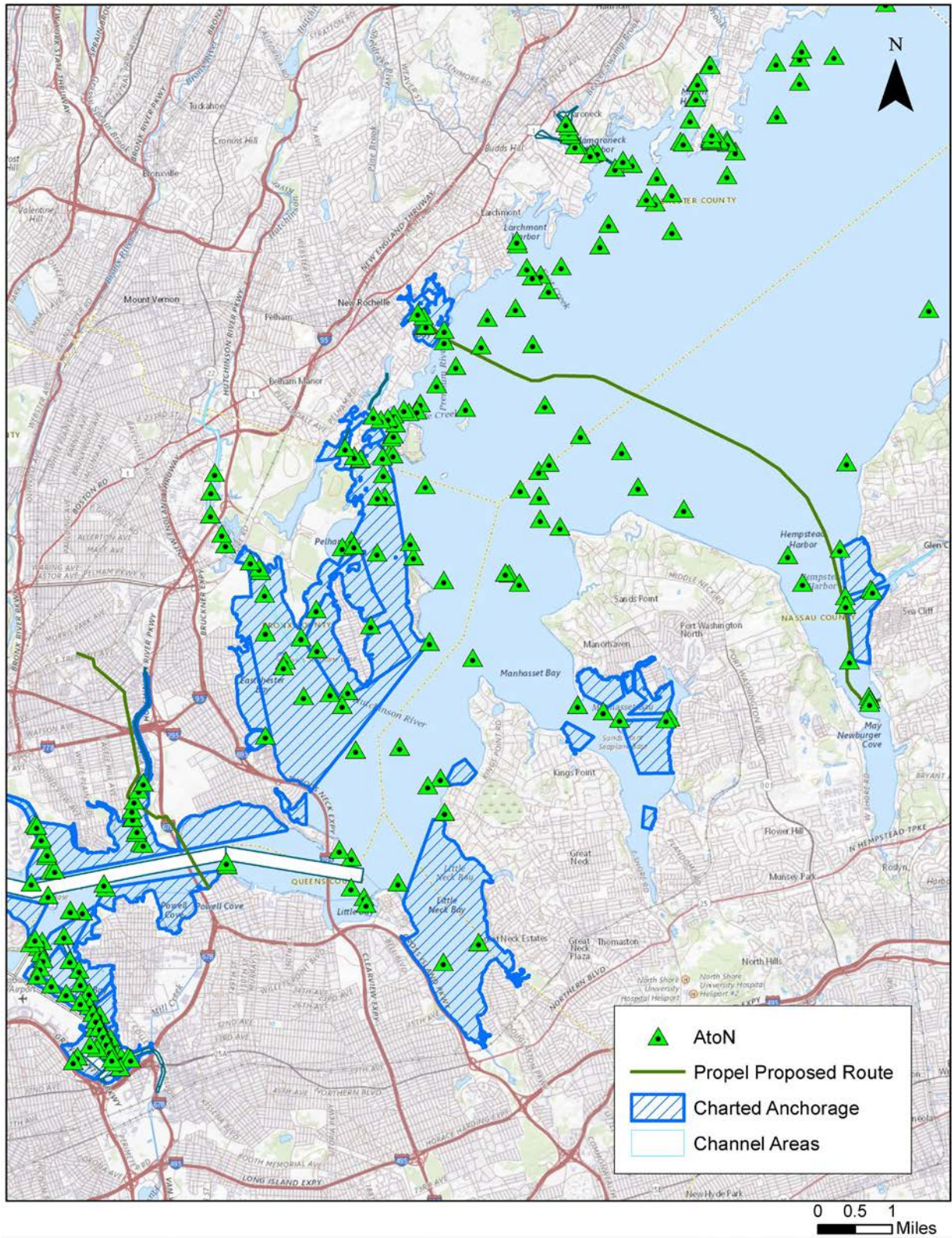
When compared to New York Harbor and the major port facilities that make up the Port of New York and New Jersey, this section of Long Island Sound has fewer overall vessels and a significantly higher distribution of pleasure craft and recreational vessels compared to working waterfront vessels such as cargo ships, tankers, and tug-tow. Note, however, that there are a number of businesses and operations along Westchester Creek where working waterfront vessels operate.

Navigation Channels

The transmission line (Segment 2) will cross the following federally authorized navigation channels in East River and Westchester Creek (Figure E-6-2): (1) East River Battery to Throgs Neck between 600 and 4,000 ft wide with an authorized depth of -32.7 ft mean lower low water (MLLW) (considered an "auxiliary channel") (USACE 2024); and (2) a channel in Westchester Creek between 100 and 400 ft wide with an authorized depth of -12 ft MLLW (USACE 2024).

Neither the East River nor the Westchester Creek channel will involve any marine construction work. The installation will be shore-to-shore HDDs installed under the river and creek.

Figure E-6-2: Charted Anchorage Areas and Aids to Navigation in the Project Vicinity



Safety Zones and Aids to Navigation

Under 33 CFR § 165.169, the United States Coast Guard (USCG) has established the following safety and security zones within proximity of the Project's submarine transmission line where navigation is restricted:

- All waters within 100 yards of moored or anchored coast guard cutters; all waters within 25 yards of a commercial waterfront facility (in accordance with 33 CFR Part 105) that is capable of accepting barge, ferry, or other commercial vessels, and also includes: piers, wharves, docks, and similar structures that a commercial vessel may be secured to; the areas of land or water under adjacent to them; buildings on these structures; and all equipment and materials on said structures and in said buildings; and
- Waters within 25 yards of any bridge, pier, abutment, overhead power cable tower, pier, or tunnel ventilators located south of the Troy, New York, locks.

Within these waters, vessels may transit through any portion of the zone that extends into the navigable channel, for the sole purpose of direct and expeditious transit through the zone, as long as they remain within the navigable channel and maintain the maximum safe distance from the waterfront facility. Although these safety and security zones are in effect at all times, a request for special authorization to access the zones can be made to the Captain of the Port.

The Project's submarine transmission line and proposed construction safety zone overlap with 22 charted aids to navigation (AtoN) areas as outlined in Table E-6-12 (see Appendix A of this Exhibit) and shown in Figure E-6-2; the charted AtoN include 22 lighted navigation buoys. The United States Coast Guard (USCG) will likely recommend an avoidance buffer around these AtoN to facilitate maintenance and repair of the buoys. It is likely that some of the 22 lighted buoys will need to be temporarily relocated during construction.

Anchorage Areas

Anchorage areas or anchorages are a critical part of safe and efficient marine and waterway operations. Anchorages are pre-determined locations for vessels to safely anchor and are essential to the operation and management of waterways. There are numerous authorized anchorage areas within Long Island Sound and East River, as shown in Figure E-6-2.

The Project's submarine transmission line overlaps with six of these anchorage areas as outlined in Table E-6-13 (see Appendix A of this Exhibit). Section E-6.7.2, *Potential Construction Impacts and Proposed Mitigation*, describes the potential encroachment of installation vessels on anchorage areas. Section E-6.7.3, *Potential Operational Impacts and Proposed Mitigation*, describes mitigation against any potential future operational impacts to anchorage areas.

E-6.7.2 Potential Construction Impacts and Proposed Mitigation

The installation process for the submarine transmission cables may cause temporary disruptions to both recreational and commercial vessel traffic within Long Island Sound and Hempstead Harbor due to heightened navigational congestion during active construction phases. Nonetheless, it is crucial, if they occur, to underscore that these disruptions will be brief and localized along small segments of the cable route at a given time. Once the transmission cables are installed, the submarine cables will not hinder vessel movement within Long Island Sound.

E-6.7.2.1 Expected Installation/Construction Activities

During the construction period for the submarine Long Island Sound crossing, it is anticipated that there will be an increase in vessel traffic associated with Project-related activities, which could result in higher traffic volumes and indirectly elevate the risk of collisions or allisions. Based on preliminary design, the Applicant anticipates the addition of approximately 10 additional vessels, which will be finalized during the EM&CP process. The Project's marine assets or vessels in Long Island Sound during construction will be temporary and restricted to a small portion of the overall Project area on any day construction occurs. Based on preliminary design, the submarine construction activities within Long Island Sound, including anticipated time-of-year restrictions, are expected to have an approximate duration of three total in-water construction seasons. As a result, the impact of these construction activities on vessel traffic will be temporary. In addition, the Applicant will minimize impacts by carefully selecting construction and installation methodologies. See **Exhibit E-3: Underground Construction** for further description of construction and installation methodologies.

Submarine Transmission Cables

Preparation for Cable Installation. Preparatory actions may be necessary before submarine cable installation commences along the planned route to mitigate hazards such as debris, boulders, and irregular slopes. These tasks may include pre-lay survey, grapnel runs, pre-lay crossing installations, pre-trenching, or other comparable activities. Once all pre-installation tasks are completed, installation of submarine cables will entail various activities, including surveying, vessel and material transit, cable installation, and cable protection installation.

These activities involve construction support vessels. For example, for a pre-lay grapnel run, a ship drags a grapnel to clear any obstacle that could obstruct the plow, such as fishing nets, ropes, lines, etc. This activity can occur a few days before the installation.

Cable Installation. A more detailed description of the submarine cable installation in Long Island Sound and its effect on marine navigation is given here, adapted from and consistent with the description of alignment that is in **Exhibit 2**, Section 2.2.1, *Transmission Line Facilities and Landfalls*.

The Project's four submarine transmission cables will be landed at the Echo Bay and the Hempstead Harbor sides of the Long Island Sound using HDD technology. Four HDD ducts will be installed at each landfall location (each HDD duct will contain one submarine transmission cable) with each HDD bore being initiated by an HDD drill rig from a terrestrial HDD entry pit and terminating in four in-water HDD duct exit or "punch out" locations. Each transmission line landfall will be completed using a support barge on the water side of each HDD bore to support construction activities. During the individual cable pulls it is possible that a very short-duration partial or complete marine traffic closure may be required in Hempstead Harbor and/or Echo Bay.

During most of the HDD construction, vessel traffic will be restricted and controlled around the support barge. Additional vessel traffic restrictions will be required during pipe fusion and pipe pullback. The anticipated vessel traffic restrictions for pipe fusion and pull back will be up to seven days per HDD bore. During the cable installation, the cable will be pulled into the HDD ducts, resulting in some restriction of vessel traffic for up to a day for each cable.

During cable installation in Echo Bay and Hempstead Harbor, it is possible that the installation vessel will temporarily encroach on some anchorage areas. (See Table E-6-13, in Appendix A of this Exhibit for a full list of authorized anchorage areas.) On the Echo Bay side, the Project will avoid these anchorage areas using trenchless methodology. On the Hempstead Harbor side, the Project will avoid the anchorage areas, where possible.

For the Long Island Sound crossing, it is anticipated that safety vessels will be utilized to safeguard the cable lay operations and commercial and public marine traffic. It is anticipated that the cable installation vessel or barge will be loaded with the total length of submarine cable required to span the Long Island Sound for each of the four cable routes; therefore, it is not anticipated that cable transportation barges, or any offshore marine cable spooling or transfer, will be required. It is also anticipated that divers will be used in support of various operations during the marine cable lay and HDD operations. To mitigate the potential temporary impact to commercial fishing in the area, a summary of Project-related vessel activity will be provided to the USCG for inclusion in the Local Notice to Mariners that will be published 30 days prior to start of in-water construction to allow for advanced notice and planning. Regular updates regarding the location of in-water construction activity will be provided to the USCG throughout the construction period.

Terrestrial Transmission Cables

The terrestrial cable will be installed within East River and Westchester Creek by land-to-land HDD. Based on current design, the cable will be installed via HDD a minimum of 20 ft below the mudline of East River and Westchester Creek. No marine vessels are anticipated on East River or Westchester Creek for cable reel installation. However, there exists the possibility that the terrestrial cables for these crossings may be brought by barge and that vessel(s) may be required for environmental monitoring (i.e., inadvertent fluid return) during construction. As such, it is anticipated that installation will cause minimal disturbance to vessel navigation within these waterways.

E-6.7.2.2 Impact During the Construction Phase and Mitigation

Throughout the construction phase, meticulous efforts will be made to ensure minimal, if any, disruptions to commercial and recreational marine traffic. The development of the marine construction sequence will take the typical level and types of vessel traffic (such as that gathered from AIS data shown in Table E-6-10) into account for safe navigation in federal navigation channels during the duration of construction. All efforts will be made to ensure adequate space for both commercial and recreational vessels is provided to maneuver around construction zones and vessels. Regular Notice to Mariners notifications will be made to the USCG advising of any construction activities and/or restrictions to marine traffic during construction operations. The likelihood and extent of restrictions on navigational areas will hinge upon the contractor's vessels, equipment, procedures, and environmental permitting conditions for cable laying and protection installation.

Construction activities for installation of the cable underneath Westchester Creek and East River will be done via land-to-land HDD. There exists the possibility that a vessel(s) may be required to barge the cables and for environmental monitoring (i.e., inadvertent fluid return) during HDD operations; therefore, given the minimal potential presence of construction vessels in Westchester Creek and East River, it is not anticipated that construction activities will impact navigation within these water bodies.

All construction activities conducted in water and associated timelines will be diligently reported and transmitted via radio to other users, with Notices to Mariners posted and broadcasted.

The submarine construction activities are anticipated to occur within three in-water construction seasons including anticipated time-of-year restrictions, and the construction for the submarine installation is expected to advance linearly along the proposed route. As a result, the impact of these construction activities will be temporary and not significantly impede boating due to navigation congestion. To prevent, reduce, and alleviate disruptions to marine transportation during construction, the Applicant will enact the following measures:

- Continual consultation with maritime stakeholders to discuss best practices and address concerns.
- Ensure highly visible marking and lighting at active construction sites.
- Comply with existing uses and management of the surrounding waterway, to the extent practicable.
- Develop comprehensive installation plans, detailing how cable installation will be managed to ensure disruption is minimized within port approaches.
- Mandate the installation of AIS transceivers on all construction vessels.
- Monitor third-party vessel traffic by AIS.
- Provide regular updates to the Port of NY/NJ Harbor Safety, Navigation and Operations (Harbor Ops) and to the appropriate USCG station.
- Coordinate marine activities centrally.
- Establish minimum advisory safe passing distances for cable laying vessels where feasible to comply with all State, federal, and local regulatory approvals, including environmental permitting.

E-6.7.2.3 Avoidance, Minimization, and Mitigation Efforts

To avoid, minimize, and mitigate impacts to existing maritime resources during construction, the Applicant will take the following measures:

- Whenever feasible, adjust the position of any vessel(s) in the water to accommodate large vessel traffic.
- Restrict vessels engaged in Project-related construction activities to speeds of 10 knots or lower during construction and adhere to any other applicable speed regulations to minimize impacts on recreational, educational, and commercial boating as much as possible.
- Avoid existing mooring buoys and other AtoN, to the greatest extent possible.
- Coordinate with peak seasonal traffic and ferry vessel operators.
- Provide regular Notice to Mariners notifications to the USCG, advising of any construction activities and/or restrictions to marine traffic during construction operations.
- Establish appropriate communications channels for liaison, according to State and USCG requirements.

- Engage with the Harbor Ops Executive Steering Committee, as necessary.
- After cables are installed, provide cable as-built information to the National Oceanic and Atmospheric Administration (NOAA) S-1000.
- Deploy visible and electronic AtoN to mark the cable route during installation.

E-6.7.2.4 Agency Coordination

During the construction phase, it is anticipated that there will be minimal disruption to maritime traffic because the contractor will coordinate closely with waterway and river authorities such as the USCG, the United States Army Corps of Engineers (USACE), Harbor Ops Executive Steering Committee, local municipalities, and mariners and plan operations accordingly. Furthermore, all construction support activities occurring in Westchester Creek or in the East River will be closely coordinated with the USCG, the Vessel Traffic Service New York (VTSNY), and the USACE. Temporary restrictions on vessel or channel access may be enforced by the USCG or the VTSNY. Additionally, local Notices to Mariners through the USCG will be posted as needed when operating in navigation channels.

E-6.7.3 Potential Operational Impacts and Proposed Mitigation

The submarine transmission line is not anticipated to impact marine navigation during operations because it will be buried beneath the seafloor or will employ cable protection measures if sufficient cable burial is not feasible.

Through proactive planning, robust monitoring, and responsive management, the Applicant aims to ensure the seamless integration of the transmission line while safeguarding navigational interests and marine ecosystems.

The installation and operation of a transmission line within Long Island Sound, East River, and Westchester Creek entails careful consideration of various factors, including navigational safety and environmental protection. After installation activities are completed, the submarine cable is expected to have minimal impact on marine navigation during operations. The cables will either be securely buried beneath the seafloor or, where necessary, robust protection measures (e.g., additional surface protection, or cable protection systems) will be used in areas where the anticipated target burial depth was not achieved or viable. In situations where avoiding maintained channels and anchorage areas is not feasible, proactive measures, such as deeper cable burial, will be rigorously implemented to minimize any potential disruption.

As noted above, the terrestrial cable will be installed within East River and Westchester Creek by land-to-land HDD, such that installation will not disturb vessel navigation within these waterways. It is anticipated that the cable will be installed a minimum of 20 ft below the mudline of East River and Westchester Creek.

During installation of the submarine cable within Long Island Sound, the Applicant will ensure that the transmission line does not impede future vessel navigation. It is anticipated that the submarine cables will be installed at a burial depth of 6 ft below the mudline of Long Island Sound.

The construction of the submarine transmission line will employ metallic sheaths and armoring to reduce electromagnetic fields (EMF) and negate interference with navigational equipment. Electrical shielding will prevent interference with global positioning system, radio, and navigational equipment. The NOAA will chart the transmission line in Nautical Charts for navigational

awareness. The transmission cables, buried beneath the seafloor or protected in limited areas, will not disrupt marine navigation. Target burial depths, guided by risk assessments and stakeholder feedback, will ensure minimal interference with vessel traffic.

During operations, the Applicant anticipates implementing a comprehensive cable monitoring system to ensure the integrity of the transmission line. Regular surveys will confirm burial depth and cable protection integrity.

The Applicant will adhere to established protocols by promptly alerting the USCG through the VTSNY system and issuing relevant advisories to mariners in the vicinity during submarine cable installation, maintenance, or repair operations. Additionally, the Applicant will conduct thorough assessments of the cable's integrity and implement corrective actions as dictated by the findings, maintaining optimal operational conditions and safety standards.

In the event of cable faults or damage, the Applicant will promptly perform repairs, ensuring that any resulting impacts are mitigated to a degree comparable to those experienced during construction. Note that repair activities may have similar impacts as described above with construction activities, and as such, the Applicant will apply similar mitigation measures. However, the duration for these impacts will generally be shorter compared to those encountered during the construction phase, and their scope will be limited to specific areas. Continued coordination with stakeholders will remain a priority to ensure ongoing alignment with navigational safety and environmental protection goals.

Due to the burial depth of the cables in East River and Westchester Creek, repairs to the transmission line under these waterbodies will likely be completed by pulling a new cable through the existing conduits installed by HDD. Similar to construction, these repairs will not result in any impacts to navigation.

E-6.8 REFERENCES

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APPENDIX A TRANSPORTATION TABLES

Table E-6-4A:

Roadways Co-located With Transmission Route

County	Town	Road Name ^a	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^b	Length of Intersection/ Co-location (feet)
Nassau	Hempstead	Daly Boulevard	County	4	24,652	Co-located	2,386
Nassau	Hempstead	Long Beach Road	County	4	252,021	Co-located	30,894
Nassau	Hempstead	North Long Beach Road	County	4	27,515	Co-located	5,125
Nassau	Hempstead	Henry Street	County	11	44,130	Co-located	5,921
Nassau	Hempstead	Clinton Street	County	4	23,534	Co-located	1,214
Nassau	Hempstead	Clinton Road	County	4	68,111	Co-located	12,302
Nassau	Hempstead	Commercial Avenue	Village	4	21,162	Co-located	3,106
Nassau	Hempstead	Franklin Avenue	County	2	48,523	Co-located	5,174
Nassau	North Hempstead	Old Country Road	County	4	32,831	Co-located	1,003
Nassau	North Hempstead	Willis Avenue	County	5	56,211	Co-located	16,421
Queens	New York	Northern Boulevard to Cross Island Parkway Southbound	State	0	10,070	Co-located	1,532
Nassau	Oyster Bay	Northern Boulevard	State	4	214,329	Co-located	51,790
Queens	New York	35th Avenue	City	2	4,134	Co-located	1,843
Nassau	Oyster Bay	East Old Country Road	County	4	84,572	Co-located	13,070
Queens	New York	Bell Boulevard	City	2	9,388	Co-located	7,895
Queens	New York	33rd Avenue	City	2	883	Co-located	1,006
Nassau	North Hempstead	Willis Ave/Mineola Avenue	County	5	29,565	Co-located	528
Nassau	North Hempstead	Mineola Avenue	County	4	65,084	Co-located	6,547
Queens	New York	166th Street	City	2	4,059	Co-located	1,278
Queens	New York	Totten Avenue	City	2	11,142	Co-located	897
Queens	New York	Exit 33 Cross Island Parkway Northbound to Interstate 295 Northbound	State	2	28,843	Co-located	2,084
Queens	New York	147th Street	City	2	5,075	Co-located	1,618
Queens	New York	7th Avenue	City	2	1,280	Co-located	634
Nassau	North Hempstead	Center Drive	County	4	12,410	Co-located	211

Table E-6-4A:

Roadways Co-located With Transmission Route

County	Town	Road Name ^a	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^b	Length of Intersection/ Co-location (feet)
Bronx	New York	Zerega Avenue	City	2	25,445	Co-located	7,175
Bronx	New York	Westchester Avenue	City	2	10,748	Co-located	1,002
Bronx	New York	Bronxdale Avenue	City	2	10,634	Co-located	528
Nassau	Hempstead	Stewart Avenue	Village	4	128,372	Co-located	6,911
Nassau	North Hempstead	Glen Cove Road	County	4	314,305	Co-located	36,485
Nassau	Oyster Bay	Glen Head Road	County	2	23,533	Co-located	9,874
Suffolk	Huntington	Ruland Road	Town	2	11,998	Co-located	1,974
Suffolk	Huntington	Broadhollow Road	State	4	47,390	Co-located	1,922
Suffolk	Huntington	Spagnoli Road	Town	2	15,216	Co-located	5,016
Nassau	Oyster Bay	Haypath Road	Town	2	10,469	Co-located	7,339
Nassau	Oyster Bay	Bethpage Sweet Hollow Road	Town	2	10,338	Co-located	3,586
Nassau	Oyster Bay	Grohman's Lane	Town	2	2,699	Co-located	3,854
Nassau	Oyster Bay	Old Bethpage Road	County	4	12,489	Co-located	1,607
Nassau	Oyster Bay	Miller Road	Town	2	3,198	Co-located	1,267
Nassau	Oyster Bay	Ronald Avenue	Town	2	1,045	Co-located	475
Nassau	Oyster Bay	Vincent Road	Town	2	654	Co-located	2,607
Nassau	Oyster Bay	Miller Place	Town	2	3,056	Co-located	2,482
Nassau	Oyster Bay	Robbins Lane	Town	4	40,890	Co-located	5,813
Nassau	Oyster Bay	Old Jericho Turnpike	Town	2	4,978	Co-located	2,662
Nassau	Oyster Bay	Jericho Turnpike	State	4	32,922	Co-located	3,991
Nassau	Oyster Bay	Cedar Swamp Road	State	4	62,585	Co-located	26,817
Nassau	Oyster Bay	Muttontown Road	County	2	5,518	Co-located	8,057
Nassau	Oyster Bay	Route 106/Jericho Oyster Bay Road	State	4	26,809	Co-located	6,706
Nassau	Oyster Bay	Syosset Woodbury Road	County	12	8,111	Co-located	3,916
Nassau	Oyster Bay	Cold Spring Road	County	4	12,363	Co-located	2,957

Table E-6-4A:

Roadways Co-located With Transmission Route

County	Town	Road Name ^a	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^b	Length of Intersection/ Co-location (feet)
Westchester	New Rochelle	Pelham Road	County	2	10,105	Co-located	1,449
Westchester	New Rochelle	Echo Avenue	State	5	27,785	Co-located	2,957
Westchester	New Rochelle	River Street	State	5	14,759	Co-located	1,530
Westchester	New Rochelle	Coligni Avenue	City	2	3,352	Co-located	2,640
Westchester	New Rochelle	Pelhamdale Avenue	City	2	11,954	Co-located	3,968
Westchester	Eastchester	New Rochelle Road	Town	6	17,981	Co-located	1,770
Westchester	Eastchester	White Plains Road	State	2	8,327	Co-located	4,597
Westchester	Eastchester	Pondfield Road	Village	2	5,178	Co-located	946
Westchester	Eastchester	Main Street	County	3	8,360	Co-located	1,938
Westchester	Yonkers	Tuckahoe Road	County	2	40,821	Co-located	5,766
Westchester	Yonkers	Iroquois Road	City	2	1,745	Co-located	422
Westchester	Eastchester	Lake Avenue	Village	2	1,908	Co-located	1,003

Notes

^a Table E-6-4A includes only road segments where NYS GIS files provided tangible, usable data associated with those segments, such as AADT volumes, jurisdiction, etc.

^b Roadways are either followed by the underground transmission line corridor (co-located), crossed (perpendicular), or the underground/submarine transmission line corridor passes beneath the roadway that is on an overpass (elevated).

Key: NA = Not Available

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	Hempstead	Mott Street	County	9	20,045	Perpendicular	497
Nassau	Hempstead	Waukena Avenue	Town	2	18,837	Perpendicular	472
Nassau	Hempstead	West Waukena Avenue	Town	2	2,165	Perpendicular	452
Nassau	Hempstead	Weidner Avenue	Town	2	3,332	Perpendicular	524
Nassau	Hempstead	East Atlantic Avenue	Town	2	1,176	Perpendicular	475
Nassau	Hempstead	Atlantic Avenue	County	4	17,948	Perpendicular	516
Nassau	Hempstead	Davison Avenue	County	5	9,949	Perpendicular	679
Nassau	Hempstead	Foxhurst Road	County	3	13,187	Perpendicular	496
Nassau	Hempstead	Lincoln Avenue	County	2	19,646	Perpendicular	555
Nassau	Hempstead	Merrick Road	County	4	48,444	Perpendicular	1,001
Nassau	Hempstead	Sunrise Highway	State	4	79,815	Perpendicular	1,166
Nassau	Hempstead	Lakeview Avenue	County	2	7,409	Perpendicular	1,068
Nassau	Hempstead	Brower Avenue	Village	2	2,996	Perpendicular	773
Nassau	Hempstead	DeMott Avenue	County	3	11,182	Perpendicular	1,023
Nassau	Hempstead	Southern State Parkway	State	6	185,351	Perpendicular	1,026
Nassau	Hempstead	Baldwin Road	County	5	20,402	Perpendicular	498
Nassau	Hempstead	East Graham Avenue	Village	3	7,916	Perpendicular	479
Nassau	Hempstead	Greenwich Street	County	4	26,047	Perpendicular	1,045
Nassau	Hempstead	Jerusalem Avenue	County	4	21,002	Perpendicular	1,097
Nassau	Hempstead	Peninsula Boulevard	County	4	41,325	Perpendicular	1,144
Nassau	Hempstead	Front Street	State	6	72,056	Perpendicular	2,005
Nassau	Hempstead	Fulton Avenue	State	4	124,258	Perpendicular	2,021
Nassau	Hempstead	Jackson Street	Village	9	25,413	Perpendicular	1,938
Nassau	Hempstead	Meadow Street	Village	2	6,231	Perpendicular	1,048
Nassau	Hempstead	Poplar Street	Village	2	278	Perpendicular	524
Nassau	Hempstead	Chestnut Street	Village	2	1,513	Perpendicular	537

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	Hempstead	Saint James Street South	Village	2	5,397	Perpendicular	522
Nassau	Hempstead	Washington Avenue	County	6	45,103	Perpendicular	1,448
Nassau	Hempstead	11th Street	County	4	41,673	Perpendicular	1,000
Nassau	Hempstead	County Seat Drive	County	4	5,855	Perpendicular	484
Nassau	North Hempstead	2nd Street	County	2	10,317	Perpendicular	1,015
Nassau	North Hempstead	1st Street	County	2	6,416	Perpendicular	507
Nassau	North Hempstead	Jericho Turnpike	State	4	63,409	Perpendicular	2,018
Nassau	North Hempstead	Hillside Avenue	State	4	63,427	Perpendicular	2,078
Queens	New York	Springfield Boulevard	City	2	5,238	Perpendicular	413
Queens	New York	Cross Island Parkway	State	6	289,370	Perpendicular	5,939
Queens	New York	Exit 31E Cross Island Parkway Northbound to Northern Boulevard	State	0	2,010	Perpendicular	1,747
Queens	New York	Douglaston Parkway	City	2	9,127	Perpendicular	1,063
Queens	New York	Marathon Parkway	City	2	5,376	Perpendicular	505
Queens	New York	Bell Boulevard	City	2	10,238	Perpendicular	509
Queens	New York	Little Neck Parkway	City	2	18,716	Perpendicular	1,068
Nassau	North Hempstead	I U Willets Road	County	3	23,877	Perpendicular	1,739
Queens	New York	32nd Avenue	City	2	7,941	Perpendicular	484
Nassau	North Hempstead	Buttonwood Road	Town	2	3,544	Perpendicular	458
Nassau	North Hempstead	Westminster Road	Town	2	3,509	Perpendicular	502
Nassau	North Hempstead	Great Neck Road	Town	0	20,759	Perpendicular	727
Queens	New York	28th Avenue	City	2	1,262	Perpendicular	1,024
Nassau	North Hempstead	Lakeville Road	County	6	24,421	Perpendicular	497
Queens	New York	23rd Avenue	City	2	4,669	Perpendicular	476

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	North Hempstead	Exit 28N Northern State Parkway Eastbound to Willis Avenue Eastbound	State	0	4,186	Perpendicular	488
Nassau	North Hempstead	Exit 28N Northern State Parkway Eastbound to Willis Avenue Northbound	State	0	5,618	Perpendicular	1,372
Nassau	North Hempstead	Exit 28S Northern State Parkway Eastbound to Willis Avenue Southbound	State	0	2,559	Perpendicular	516
Nassau	North Hempstead	Middle Neck Road	County	4	31,612	Perpendicular	1,013
Nassau	North Hempstead	Willis Avenue to Northern State Parkway Westbound	State	0	6,567	Perpendicular	735
Nassau	North Hempstead	Exit 28 Northern State Parkway Westbound to Willis Avenue	State	0	2,489	Perpendicular	1,086
Nassau	North Hempstead	Community Drive	County	6	66,468	Perpendicular	2,361
Nassau	North Hempstead	I495 Exit 37	State	0	7,000	Perpendicular	551
Queens	New York	Cross Island Parkway to Interstate 295 Southbound	State	1	14,175	Perpendicular	262
Queens	New York	Exit 7 Interstate 295 Northbound to Cross Island Parkway	State	1	9,950	Perpendicular	248
Queens	New York	Exit 8 Interstate 295 Southbound to Cross Island Parkway Southbound	State	2	29,668	Perpendicular	2,804
Nassau	North Hempstead	East Shore Road	County	4	53,916	Perpendicular	1,234
Nassau	North Hempstead	Maple Street	County	5	6,818	Perpendicular	508
Queens	New York	154th Street	City	2	3,773	Perpendicular	1,000
Nassau	North Hempstead	Warner Avenue	County	3	4,114	Perpendicular	500

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Queens	New York	10th Avenue	City	2	2,057	Perpendicular	1,408
Nassau	North Hempstead	Shelter Rock Road	County	10	22,680	Perpendicular	596
Queens	New York	150th Street	City	2	2,096	Perpendicular	1,011
Queens	New York	Clintonville Street	City	2	8,164	Perpendicular	476
Nassau	North Hempstead	Plandome Road	County	14	15,103	Perpendicular	516
Nassau	North Hempstead	Onderdonk Avenue	Town	3	6,167	Perpendicular	453
Queens	New York	3rd Avenue	City	2	2,618	Perpendicular	1,136
Nassau	North Hempstead	Manhasset Woods Road	Village	2	4,294	Perpendicular	504
Nassau	North Hempstead	Searingtown Road	County	15	37,187	Perpendicular	492
Nassau	North Hempstead	Port Washington Boulevard	State	4	30,496	Perpendicular	506
Bronx	New York	Interstate 678/Bronx-Whitestone	State	0	353,798	Perpendicular	6,437
Nassau	North Hempstead	Old Northern Boulevard	County	5	26,090	Perpendicular	1,850
Bronx	New York	Lafayette Avenue	City	2	7,260	Perpendicular	502
Bronx	New York	Bruckner Boulevard	City	5	22,418	Perpendicular	1,552
Bronx	New York	Exit 54 Interstate 278 Eastbound to Interstate 295 Southbound	State	0	21,027	Perpendicular	1,015
Bronx	New York	East 177th Street	City	2	12,980	Perpendicular	528
Bronx	New York	Commerce Avenue	City	2	8,141	Perpendicular	589
Bronx	New York	Castle Hill Avenue	City	2	10,251	Perpendicular	1,159
Bronx	New York	East Tremont Avenue	City	2	19,976	Perpendicular	2,310
Bronx	New York	Bronxdale Avenue	City	2	10,931	Perpendicular	1,123
Nassau	Hempstead	Old Country Road	County	4	172,528	Perpendicular	2,053
Nassau	North Hempstead	Voice Road	Town	3	4,973	Perpendicular	428
Nassau	North Hempstead	Westbury Avenue	County	6	22,810	Perpendicular	1,078

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	North Hempstead	Glen Cove Road to Meadowbrook State Parkway Southbound	State	0	6,331	Perpendicular	550
Nassau	North Hempstead	Exit 31 Northern State Parkway Eastbound to Glen Cove Road Southbound	State	0	5,779	Perpendicular	934
Nassau	North Hempstead	Exit 31 Northern State Parkway Eastbound to Glen Cove Road	State	0	1,512	Perpendicular	613
Nassau	North Hempstead	Glen Cove Road to Northern State Parkway Eastbound	State	0	10,942	Perpendicular	501
Nassau	North Hempstead	State Route 25 Eastbound to Northern State Parkway Westbound	State	0	4,257	Perpendicular	1,577
Nassau	North Hempstead	Old Westbury Road	State	2	45,857	Perpendicular	3,160
Nassau	Oyster Bay	Interstate 495/Long Island Exp	State	0	642,609	Perpendicular	5,960
Nassau	North Hempstead	Long Island Expressway	State	0	507,845	Perpendicular	1,480
Nassau	North Hempstead	Powerhouse Road	State	2	40,124	Perpendicular	2,100
Nassau	North Hempstead	Old Westbury Road to Interstate 495 Westbound	State	0	8,097	Perpendicular	467
Nassau	Oyster Bay	South Service Road	State	5	21,352	Perpendicular	2,416
Nassau	North Hempstead	Red Ground Road	County	2	2,627	Perpendicular	826
Nassau	Oyster Bay	Miller Place	State	2	37,506	Perpendicular	2,059
Nassau	North Hempstead	Harbor Hill Road	County	2	3,926	Perpendicular	481
Nassau	Oyster Bay	Glen Cove Avenue	County	2	26,182	Perpendicular	1,014
Suffolk	Huntington	Broadhollow Road	State	4	57,335	Perpendicular	633
Nassau	Oyster Bay	Plainview Road	County	2	28,368	Perpendicular	3,977

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	Oyster Bay	State Route 135	State	4	102,468	Perpendicular	1,763
Nassau	Oyster Bay	Gerhard Road	Town	2	2,096	Perpendicular	590
Nassau	Oyster Bay	Farmers Avenue	Town	2	3,736	Perpendicular	429
Nassau	Oyster Bay	Round Swamp Road	County	2	16,823	Perpendicular	1,189
Nassau	Oyster Bay	New South Road	Town	2	12,265	Perpendicular	1,032
Nassau	Oyster Bay	South Oyster Bay Road	County	4	47,440	Perpendicular	1,079
Nassau	Oyster Bay	Floral Avenue	Town	2	1,048	Perpendicular	470
Nassau	Oyster Bay	Pasadena Drive	Town	2	2,305	Perpendicular	504
Nassau	Oyster Bay	Woodbury Road	County	6	21,289	Perpendicular	1,061
Nassau	Oyster Bay	Northern State Parkway	State	6	78,792	Perpendicular	1,171
Nassau	Oyster Bay	Route 106	State	4	27,063	Perpendicular	1,389
Nassau	Oyster Bay	Robbins Lane to Interstate 495 Eastbound	Town	0	7,965	Perpendicular	508
Nassau	Oyster Bay	I495 Exit 43	State	0	7,177	Perpendicular	833
Nassau	Oyster Bay	Birchwood Park Drive	Town	2	1,222	Perpendicular	482
Nassau	Oyster Bay	Wheatley Road	County	2	4,112	Perpendicular	439
Nassau	Oyster Bay	Brookville Road/Wheatley Road	County	2	3,128	Perpendicular	1,005
Nassau	Oyster Bay	Hegemans Lane	County	2	3,785	Perpendicular	599
Nassau	Oyster Bay	Shore Road	County	9	9,470	Perpendicular	2,456
Nassau	Oyster Bay	Chicken Valley Road	County	2	2,810	Perpendicular	519
Nassau	North Hempstead	Northern Boulevard	State	4	81,498	Perpendicular	2,059
Nassau	Oyster Bay	Jackson Avenue	County	2	22,967	Perpendicular	563
Nassau	Oyster Bay	South Woods Road	Town	2	8,757	Perpendicular	1,058
Nassau	Oyster Bay	Split Rock Road	Town	2	5,979	Perpendicular	536
Nassau	Oyster Bay	Berry Hill Road	County	2	7,890	Perpendicular	476

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	Oyster Bay	Wolver Hollow Road	County	5	9,576	Perpendicular	546
Nassau	Oyster Bay	Ripley Lane	Village	2	2,396	Perpendicular	1,022
Nassau	Oyster Bay	Mill River Road	Village	2	4,433	Perpendicular	567
Nassau	Oyster Bay	Oyster Bay Road	State	4	20,689	Perpendicular	458
Westchester	New Rochelle	Main Street	State	3	49,022	Perpendicular	1,488
Westchester	New Rochelle	Huguenot Street	State	6	13,955	Perpendicular	1,118
Westchester	New Rochelle	Palmer Avenue	State	6	15,660	Perpendicular	746
Westchester	New Rochelle	Spring Street	State	4	6,400	Perpendicular	264
Westchester	New Rochelle	River Street to Interstate 95 Southbound	Thruway	1	10,321	Perpendicular	1,432
Westchester	New Rochelle	River Street to Interstate 95 Northbound	Thruway	1	2,750	Perpendicular	580
Westchester	New Rochelle	Exit 16 Interstate 95 Southbound to Memorial Highway	Thruway	1	6,254	Perpendicular	1,108
Westchester	New Rochelle	Manhattan Avenue	City	3	140	Perpendicular	1,050
Westchester	New Rochelle	Webster Avenue	City	2	11,621	Perpendicular	1,002
Westchester	New Rochelle	North Avenue	County	4	18,387	Perpendicular	1,220
Westchester	Pelham	5th Avenue	City	2	4,748	Perpendicular	472
Westchester	New Rochelle	Pershing Avenue	City	2	1,019	Perpendicular	1,093
Westchester	New Rochelle	Mayflower Avenue	City	2	3,372	Perpendicular	1,551
Westchester	New Rochelle	Eastchester Road	City	2	6,340	Perpendicular	515
Westchester	Mount Vernon	Hutchinson River Parkway	State	10	50,822	Perpendicular	1,139
Westchester	Eastchester	Cross County Parkway	State	6	64,513	Perpendicular	1,171
Westchester	Eastchester	California Road	Town	2	2,461	Perpendicular	1,311
Westchester	Eastchester	White Plains Road	State	4	11,250	Perpendicular	560
Westchester	Eastchester	Midland Avenue	County	2	8,822	Perpendicular	649

Table E-6-4B:

Roadways Perpendicular to Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Westchester	Yonkers	Bronx River Parkway	County	15	35,663	Perpendicular	1,198
Westchester	Yonkers	Park View Avenue	City	2	4,775	Perpendicular	1,230
Westchester	Eastchester	Marbledale Road	Village	2	3,166	Perpendicular	472
Westchester	Eastchester	Columbus Avenue	Village	2	5,834	Perpendicular	1,545
Westchester	Yonkers	Sprain Brook Parkway	State	6	127,604	Perpendicular	1,181
Westchester	Yonkers	East Grassy Sprain Road	City	2	3,880	Perpendicular	590
Westchester	Yonkers	Central Park Avenue	State	4	65,368	Perpendicular	1,755
Westchester	Yonkers	Mountaindale Road	City	2	1,422	Perpendicular	727

Notes

^a Roadways are either followed by the underground transmission line corridor (co-located), crossed (perpendicular), or the underground/submarine transmission line corridor passes beneath the roadway that is on an overpass (elevated).

Key: NA = Not Available

Table E-6-4C:

Roadways Traveling Above or Below (not at grade with) the Transmission Route

County	Town	Road Name	Jurisdiction	Number of Lanes	Annual Average Daily Traffic (vehicles)	Orientation to Project ^a	Length of Intersection/ Co-location (feet)
Nassau	North Hempstead	Northern State Parkway	State	6	283,485	Elevated	1,008
Nassau	North Hempstead	Interstate 495/Long Island Expressway	State	0	379,652	Elevated	1,056
Queens	New York	Interstate 295	State	0	116,962	Elevated	1,012
Bronx	New York	Exit 6A Interstate 95 Northbound to Interstate 678 Southbound	State	0	18,011	Elevated	1,048
Bronx	New York	Interstate 278/Bruckner Expressway	State	0	86,223	Elevated	1,002
Bronx	New York	Interstate 295/Cross Bronx Expressway	State	0	71,045	Elevated	1,021
Bronx	New York	Interstate 95 Southbound/Cross Bronx Interstate 278/Bruckner Express	State	0	105,427	Elevated	1,021
Nassau	North Hempstead	Exit 31A Northern State Parkway Eastbound to Meadowbrook State Parkway Southbound	State	0	39,860	Elevated	1,710
Nassau	North Hempstead	Meadowbrook State Parkway Northbound to Northern State Parkway Westbound	State	0	70,108	Elevated	1,676
Westchester	New Rochelle	Memorial Highway to Interstate 95 Northbound	Thruway	1	3,576	Elevated	1,645
Westchester	New Rochelle	Interstate 95 Northbound/New England Thruway	Thruway	0	120,005	Elevated	1,065

Notes

^a Roadways are either followed by the underground transmission line corridor (co-located), crossed (perpendicular), or the underground/submarine transmission line corridor passes beneath the roadway that is on an overpass (elevated).

Key: NA = Not Available

Table E-6-5:

MTA Railroad Crossings

MTA/Propel Trenchless Crossings				
Location	Propel Segment	Railroad	Roadway	Jurisdiction
Location 1	1T	LIRR	Commercial Avenue	East Garden City, NY
Location 2	2T	LIRR	217 th Street	Bayside, Queens
Location 3	4T	LIRR	Robbins Lane	Syosset, NY
Location 4	5T	LIRR	Syosset Woodbury Road	Syosset, NY
Location 5	3T, 4T, 5T	LIRR	Glen Head Road	Glen Head, NY
Location 6	6T	MNCW	Main Street	Tuckahoe, NY
MTA/Propel Underpass Crossings				
Location	Propel Segment	County	Street	Jurisdiction
Location 7	1T	LIRR	Long Beach Road	Rockville Center, NY
Location 8	2T	LIRR	Willis Avenue	Mineola, NY
Location 9	2T	Amtrak	Bronxdale Avenue	Bronx, NY
Location 10	2T	NYCT	Zerega Avenue	Bronx, NY
Location 11	3T	LIRR	Glen Cove Road	Carle Place, NY
Location 12	6T	MNCW	River Street	New Rochelle, NY

Table E-6-6:

Subway Crossings

Town/City	County	Owner	Line	Track Name	Orientation to Project
Bronx	Bronx County	City	6 (6 Lexington Avenue Local/Pelham Express) subway line	Westchester Ave and Zerega Ave	Perpendicular

Note: There will be no permanent impact to railroad operations.

Key: NA = Not Available

**Table E-6-7:
Bus Route Crossings**

Street	Bus Route Number	Route	Type of Service	Municipality	Orientation to Project
Long Beach Road, Clinton Road, Old Country Road	15	Mineola/Garden City--Long Beach	Local	Hempstead	Both
Merrick Road	4	Jamaica--Freeport	Local	Hempstead	Perpendicular
Merrick Road	4x	Jamaica--Freeport Exp	Express	Hempstead	Perpendicular
Baldwin Road, Greenwich Street	35	Baldwin--Westbury	Local	Hempstead	Both
Greenwich Street, Washington Street, Franklin Avenue	40\41	Mineola--Freeport	Local	Hempstead	Co-located
Jerusalem Avenue, Washington Street	55	Hemp--Amityville Via Bwy	Local	Hempstead	Both
Jerusalem Avenue, Washington Street	54	Hemp--Amityville Via Wash	Local	Hempstead	Both
Front Street, Washington Street	49	Hemp--Hicks Via Newbridge	Local	Hempstead	Both
Front Street, Washington Street	48	Hemp--Hicks Via Carman	Local	Hempstead	Both
Fulton Avenue, Clinton Street, Washington Street	70	Hempstead--Farm St Coll	Local	Hempstead	Both
Fulton Avenue, Clinton Street, Washington Street	71	Hempstead--Sunrise Mall/Amityville	Local	Hempstead	Both
Fulton Avenue, Clinton Street, Washington Street	16x	Hempstead--NCC EXPRESS	Express	Hempstead	Both
Mineola Avenue, Northern Boulevard	23	Mineola--Manorhaven	Local	North Hempstead	Co-located
Old Country Road	24	Jamaica--Garden City/Hicksville	Local	North Hempstead	Perpendicular
Northern Boulevard	20x	Roslyn--Flushing Exp	Express	North Hempstead, New York	Co-located
Northern Boulevard	25	Lynbrook--Great Neck	Local	North Hempstead	Both
Northern Boulevard	26	Jamaica--Great Neck	Local	North Hempstead	Both
Northern Boulevard	20g	Great Neck--Flushing	Local	New York	Co-located
Front Street, Washington Street	32	Hemp--Far Rock Via Bwy	Local	Hempstead	Both
Jackson Street, Washington Street	6	Jamaica--Hempstead	Local	Hempstead	Both
Jackson Street, Washington Street	6x	Hempstead--Jamaica Express	Express	Hempstead	Both
Jackson Street, Stewart Avenue	16	Garden City--Rockville Centre	Local	Hempstead	Both
Clinton Road, Glen Cove Road	27	Hempstead--Glen Cove	Local	Hempstead, North Hempstead	Both

**Table E-6-7:
Bus Route Crossings**

Street	Bus Route Number	Route	Type of Service	Municipality	Orientation to Project
Old Country Road	22x	Jamaica--Garden City Exp	Express	Hempstead	Perpendicular
Northern Boulevard, Cedar Swamp Road	20h	Great Neck--Hicksville	Local	North Hempstead, Oyster Bay	Co-located
Northern Boulevard	21	Great Neck--Glen Cove	Local	North Hempstead	Co-located
Old Country Road, East Old Country Road	79	Hicksville--South Huntington	Local	Oyster Bay	Both
Old Country Road	78	Hicksville--Plainview	Local	Oyster Bay	Co-located
Broad Hollow Road	1	Amityville Long Island Railroad Station To Halesite	Local	Huntington	Co-located
Spagnolia Road	110	Clipper	Local	Huntington	Both
Sanford Avenue/Northern Boulevard	Q12	Little Neck - Flushing	Local	New York	Co-located
Jamaica Avenue/Hillside Avenue/Little Neck Parkway	Q36	Floral Park or Little Neck - Jamaica	Local	New York	Perpendicular
Northern Boulevard	QM3	Little Neck - Midtown	Local	New York	Both
Bell Boulevard/Utopia Parkway/Homelawn Street	Q31	Bayside - Jamaica	Local	New York	Both
Northern Boulevard/Bell Boulevard	Q13	Fort Totten - Flushing	Local	New York	Both
Northern Boulevard/32nd Avenue/Corporal Kennedy Street	Q28	Bayside - Flushing	Local	New York	Both
Cross Island Parkway/Whitestone Expressway	QM2	Bay Terrace - Midtown Via 6th Av	Local	New York	Both
Bayside Avenue/Francis Lewis Boulevard/Utopia Parkway	Q16	Fort Totten - Flushing	Local	New York	Both
Cross Island Parkway/Whitestone Expressway/	QM32	Bay Terrace - Midtown Via 3rd Av	Local	New York	Both
150th Street/154th Street	Q15	Flushing - Beechurst	Local	New York	Perpendicular
150th Street/Whitestone	Q15A	Flushing - Beechurst/Whitestone	Local	New York	Both
Main Street/Cross Bronx Service Road	Q44-SBS	Bronx Zoo - Jamaica	Local	New York	Co-located
Bronx Whitestone Bridge	Q50	Co-Op City/Pelham Bay - Flushing	Local	New York	Co-located
Bruckner Boulevard/Story Avenue	Bx5	Pelham Bay - Gladstone Sq	Local	New York	Perpendicular
Co-Op City Boulevard/Bartow//5th & Madison	BxM7	Co-Op City - Midtown	Local	New York	Perpendicular
Bruckner Boulevard/5th & Madison	BxM8	Pelham Bay/City Island - Midtown	Local	New York	Perpendicular

**Table E-6-7:
Bus Route Crossings**

Street	Bus Route Number	Route	Type of Service	Municipality	Orientation to Project
Edgewater Park/Throgs Neck/ Schuylerville	BxM9	Throgs Neck - Midtown	Local	New York	Perpendicular
Westchester Avenue	Bx4	Westchester Sq - The Hub	Local	New York	Perpendicular
Metropolitan Avenue/Westchester Avenue	Bx4A	Westchester Sq - Gladstone Sq	Local	New York	Both
E Tremont Avenue/E 180th Street/Burnside Avenue	Bx40	Throgs Neck - River Park Towers	Local	New York	Perpendicular
E Tremont Avenue /E 180th Street/Burnside Avenue	Bx42	Throgs Neck - River Park Towers	Local	New York	Perpendicular
Pelham Road, Franklin Avenue, Main & Huguenot Street, North Avenue	0045	Eastchester-New Rochelle-Pelham Bay	Local	New Rochelle	Perpendicular
Echo Ave, River, Spring, Cedar Street	0066	Dobbs Ferry-Scarsdale-Larchmont	Local	New Rochelle	Both
Main Street, Huguenot Street	0060	Bronx-New Rochelle-White Plains	Local	New Rochelle	Perpendicular
Interstate 95	0062	Bronx-New Rochelle-White Plains	Local	New Rochelle	Both
5th Avenue, North Avenue	0061	Bronx-New Rochelle-Port Chester	Local	New Rochelle	Perpendicular
North Avenue	45Q	Route 45Q	Local	New Rochelle	Co-located
Webster Avenue, Pelhamdale Avenue, New Rochelle Avenue, Pondfield Road	0030	Yonkers-Bronxville-New Rochelle	Local	New Rochelle	Both
White Plains Road	0040	Mt Vernon-White Plains-Wc Mc	Local	Eastchester	Co-located
5th Ave, Pelhamdale Avenue, New Rochelle Road	0053	Mt Vernon-Chester Heights	Local	New Rochelle, Pelham, Mount Vernon, Eastchester	Co-located
White Plains Road	0041	Mt Vernon-White Plains-Wc Mc	Local	Eastchester	Co-located
Central Park Avenue	0028	Bxm4c	Local	Yonkers	Both
Central Park Avenue	0021	The Bronx-White Plains	Local	Yonkers	Both
Main Street, Lake & Yonkers Avenue, Tuckahoe Road	0008	Mt St Vincent-Yonkers-Tuckahoe	Local	Yonkers, Eastchester	Both
Central Park Avenue	0020	The Bronx-White Plains	Local	Yonkers	Both

**Table E-6-7:
Bus Route Crossings**

Street	Bus Route Number	Route	Type of Service	Municipality	Orientation to Project
Tuckahoe Road/Sprain Brook Parkway	0043	Bronx-Mt Vernon-Westchester Mc	Local	Yonkers	Perpendicular
Tuckahoe Road to Substation	0078	Getty Square-Stew Leonard Dr	Local	Yonkers	Both
Tuckahoe Road/Sprain Brook Parkway	1X	Route 1X	Express	Yonkers	Perpendicular
Tuckahoe Road/Sprain Brook Parkway	0003	The Bronx-White Plains-	Local	Yonkers	Perpendicular

**Table E-6-8:
New York State Shared-Use Paths Crossed by the Proposed Corridor**

County	Trail Name	Type	Surface Type
Westchester County	Bronx River Pathway	Shared	Paved
Queens County	Little Bay and Fort Totten Park Trail	Shared	Paved
Nassau County	Nassau-Suffolk Greenbelt Trail	Walking	Dirt
Nassau County	Bethpage Bikeway	Shared	Paved
Nassau County	Climb Blue Mountain Bike Trail	Biking	Dirt
Bronx County	Ferry Point Park Trail	Shared	Paved
Queens County	Oakland Lake	Shared	Paved
Queens County	Alley Pond Park	Shared	Paved

Table E-6-9:			
Air Transportation in Vicinity of the Substations			
Name	Location	Type	Distance (Miles)
Astoria Heliport	Astoria, New York	Heliport	4.4
Edo Seaplane Base	College Point, New York	Seaplane Base	2.2
LaGuardia Airport	Queens, New York	Airport	3.9
Nassau County Police Heliport	Bethpage, New York	Heliport	1.3
Cablevision Bethpage Heliport	Bethpage, New York	Heliport	0.9
Freeport Heliport	Freeport, New York	Heliport	3.5
North Shore University Hospital Heliport	Manhasset, New York	Heliport	4.5
Republic Airport	Farmingdale, New York	Airport	1.4

Table E-6-10:	
Number of AIS Vessels Intersecting the Project Area during One Year	
Vessel Type	Count of Transits
Cargo	56
Fishing	77
Not Available	243
Other	1,548
Passenger	685
Pleasure Craft/Sailing	6,592
Tanker	9
Tug-Tow	3,019
Grand Total	12,229
Source: USCG 2022	
Key: AIS = automatic identification system	

Table E-6-11:	
Number of Registered Recreational Vessels in 2022 by County	
County	Total Registered Recreational Vessels
Bronx	2,201
Nassau	27,777
New York	3,996
Westchester	10,542
Total	44,516
Source: OPRHP 2023	

Table E-6-12:

Aids to Navigation Located within the Proposed Transmission Line

Name	Type	Structure
Bailey Rock Lighted Buoy 3BR	Federal	Green
Bar Beach Light 11	Federal	SG on skeleton tower
Echo Bay Channel Buoy 5	Federal	Green can
Echo Bay Channel Buoy 6	Federal	Red nun
Echo Bay Channel Buoy 8	Federal	Red nun
Echo Bay Channel Buoy 10	Federal	Red nun
Hempstead Harbor Anchorage Buoy A	Federal	Yellow can
Hempstead Harbor Anchorage Buoy B	Federal	Yellow nun
Hempstead Harbor Buoy 9	Federal	Green can
Premium Point Buoy 4	Federal	Red nun
Tappen Beach Boat Basin Entrance Buoy 1	Federal	Green can
Tappen Beach Boat Basin Entrance Buoy 2	Federal	Red nun
Westchester Creek Channel Buoy 1	Federal	Green can
Westchester Creek Channel Buoy 2	Federal	Red nun
Westchester Creek Channel Buoy 3	Federal	Green can
Westchester Creek Channel Buoy 4	Federal	Red nun
Westchester Creek Channel Buoy 5	Federal	Green can
Westchester Creek Channel Buoy 6	Federal	Red nun
Westchester Creek Channel Buoy 8	Federal	Red nun
Westchester Creek Channel Buoy 10	Federal	Red nun
Westchester Creek Channel Buoy 12	Federal	Red nun
Westchester Creek Channel Buoy 13	Federal	Green can

Source: NOAA 2024

Table E-6-13:

Anchorage Areas Crossed by the Proposed Transmission Line

Name	Type	Waterway
Echo Bay	Special Anchorage	Long Island Sound
East River Anchorage 6	Unrestricted Anchorage	East River
East River Anchorage 8	Unrestricted Anchorage	East River
East River Anchorage 9	Unrestricted Anchorage	East River
Hempstead Harbor Mosquito Neck	Special Anchorage	Long Island Sound
Hempstead Harbor Sea Cliff	Special Anchorage	Long Island Sound
Source: Office for Coastal Management 2024		